



**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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S. A. S. M. E. E. BULLETIN

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THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC.**

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CLUB JOTTINGS

by Smokey

WINTER RUNNING JUNE 2008

The pfd for Sunday 1st June was officially the first day of winter, however it was sunny and mild and with a roll up of 16 locomotives we were ready for the onslaught so to speak. The conditions existed for a massive day, however we were mistaken as the patronage turned out to be average for a Sunday, with 5 birthday parties to boot.

We were blessed with 4 ladies in the canteen, namely, Jean, Margaret, Mary and Sandra plus 1 other lady, a non member and name unknown.

The steamhouse and machinery has quite a few onlookers and Ralph, John, Bob and David were kept busy answering questions.

The boat pond area was well attended by David Chaplin and sons, Mary and Gerry Turner, Bob Smith, Campbell Fletcher and Guests and Norm Kernich, who had problems getting his hydroplane to operate, much to the dissappointment of the onlookers.

No doubt the star of the day was the introduction to public running of Graeme Driscoll's 2-8-2 German V8 prototype steam loco which one member nicknamed "Adolf"!

The prototype was a one off and was most unusual in having no side rods at all. Graeme, well known for building the unusual, has spent approximately 2 years constructing what could be described as his masterpiece. The complete unit is spray painted in gloss grey with white pin stripping and has a genuine replica of the German WW2 coat of arms on the tender. A great deal of work has gone into the fabrication of the streamlining and really is a credit to Graeme's ability as a Model Engineer.

The loco gave an excellent performance and gives an aura of power when steaming upgrade on the straight section out of the tunnel.

Photos of the test run were featured in the last Bulletin [June].

Earlier, photos of the V8 motors and running gear were featured in Bulletins September 2006 and December 2006.

MILLSWOOD STATION 7.25"q

Station attendants Alan Brabham, Alex Mitropoulos and Andrew Mottram dispatched the following trains:-

0-6-0 Koppel

Glen Templeman.

cont`d 2

0-4-0 Dolgoch #2 [FIT]	Barry Dunstan.
0-4-0 Harry	Bert Francis.
4-6-0 Karalee WAGR B Class	Les Smith.
0-6-0 Simplex #10	John Lewis.

Barry Dunstan's Dogoch had to retire early due to a suspected blown superheater element.

SASMEE PARK STATION 5"g

Station attendants Ainsley Cuthbertson and Ian Clark dispatched the following locos:-

2-8-2 D&RGW Mudhen	Peter Hoyer.
2-8-2 German V8 #191001	Graeme Driscoll.
2-8-0 Nigel Gresley #456	Bryan Homann
2-8-0 Nigel Gresley #457	Simon Lindsay.
4-4-0 Virginia #5491	Brad Cottle.
4-6-0 Doris [3.5"g]	Alan Wallace.
0-6-0 Simplex [FTR]	Len Redway.
0-6-0 Schenectady	David Hawkins.
----- Heisler	Michael Tingay.
----- Jack & Junior D/H	John Monte.

Due to the rather cramped conditions on the 5"g circuit Len Redway did not feel the need to light up his Simplex.

Safety Officer of the Day was Michael Moyse who reported a couple of minor incidents, plus a problem regarding inappropriate footwear.

ENTERTAINMENT.

The June meeting entertainment was courtesy of Ian Thomas who gave an enlightening talk on 5" and 7.25"g. wheel standards.

The July meeting was well entertained by a DVD giving an excellent coverage of the 2008 AALS Convention at Cobden in Victoria.

Following the AGM in August, Ian Clark showed an interesting DVD on the preserved Maldon to Castlemaine line in Victoria. The steam power on this line is VR "K160 "

LIBRARY

Several new books have been purchased for the Library including "Giants of Steam" detailing the heavy locomotives of Railways in Australia. Featured well are the SAR Locomotives of the 720, 500 and 520 classes.

An excellent new arrival is a hard covered book by Ron Stewein and Malcolm Thompson entitled "The History of the South Australian Railways" Volume 1. This is exceptionally good reading and will eventuate in 10 volumes. Volume 2 [release date unknown] will be entitled "Mountains, Mikados and Pacifics"

SASMEE has an excellent library catering for all tastes and members are invited to make good use of this facility.

NEW MEMBER

SASMEE welcomes the following new member and trust that he will have a long and happy association with us,

Michael Priest

Full Member

Elected 10/6/08

SIGNING ON

Members are reminded of the mandatory obligation to sign the attendance book immediately upon entering the SASMEE grounds. This also applies to any visitors that you may bring along.

This attention to detail may well be your savior should you be unfortunate enough to suffer an incident.

Remember! If your name's not in the book then you are not here.

WINTER RUNNING JUNE 2008

The pfd on Saturday 21st June was held amid a cool day of 16degrees and an afternoon shower of rain at 3pm. It was enough to thoroughly wet the rails and the good thing was weeks of crud was washed off.

Graeme Driscoll ran his new German prototype again after some modifications to the blast nozzles [2] he reported significantly better steaming. He feels some more modifications to the blast nozzles and twin chimneys will show greater improvement still. Having designed everything himself there is no yardstick to go by hence experimentation is the order of the day. As has been said before Graeme's specialty is building the unusual and as with previous models this one will be another masterpiece.

The boat pond operators were Bob Smith and new member Stan Shelton whose brother John also looks like becoming a member. Conspicuous by his absence was Norm Kernich and his hydroplane which normally make a racket at 3pm.!

The patronage was average for a Saturday and was constituted mainly by 4 birthday parties which would have accounted for the canteen ladies, namely, Margaret, Jean and Dawn having an easy afternoon.

The steamhouse area was devoid of people so Ralph, Bob, Ian and John would have been talking to themselves.

Ainsley Cuthbertson bought along the components of a 7.25" g boiler for an 0-4-0 loco, for boiler inspector Bill Coles to inspect. Ainsley's father commenced the loco some 20 years ago and its Ainsley's desire to complete the model.

SASMEE PARK STATION

The following trains operated:-

2-8-4 SAR 720 Class #720

John Mere.

2-8-0 Nigel Gresley #456

Bryan Homann.

2-8-2 German V8 #191001

Graeme Driscoll.

----- NSW 422 Class D/E

Malcolm Ambler.

MILLSWOOD STATION

The following trains operated:-

0-4-0 Dolgoch #2

Barry Dunstan.

0-4-0 Jens #1938

Bill Coles.

0-6-0 Simplex #10

John Lewis.

VANDALS

Between 11/6/08 and 14/6/08 vandals entered our property, apparently over the chain wire fence alongside the rubbish tip, as was evidenced by the polythene matting placed across the barbed wire.

The type of vandalism indicated that young idiots were involved.

The mindless acts consisted of uprooting a yard limit sign, changing all the points to danger, turning all the air valves on, damaging one water column in Millswood Station and thieving all of the "quick links" that secure our emergency gates. [13 in all].

PERIMETER FENCING

As all members would know our property is owned by the Unley City Council and has been for some 8 years or so.

Although everything inside the fence is owned and fully maintained by SASMEE the fence itself, in our opinion, is the responsibility of the Council [UCC]. The fence, in places is in very poor condition, and as a result of several requests by SASMEE the Council has agreed for repair/renewal of portions of the fencing by a local fencing contractor. He commenced work on the 20th June beginning with the portion of chain wire fence destroyed by the tree which blew down from the Croquet Club.

Over the next couple of weeks he renewed 30m of chain wire alongside the 7.25" carriage shed, 25m from the Northern double gates, Southward alongside the Noarlunga rail line, straightened up the double gates and refastened some drooping sections along with some lengths of barbed wire. The fencing, as a whole, can now be described as quite adequate and we are indebted to the Unley City Council for allowing this work to be done. As secure as the property is now it goes without saying that if someone really wants to get in they will find a way to do so. All we can do is to make it as hard as possible to do so.

SAFETY VALVE RUN

This Annual event on Saturday 28th June was blessed with a perfect mild and cloudy day of 18 degrees and a mild and clear night of some 11 degrees, just what the Doctor ordered.

The grounds were opened at 1pm and members and families rocked up at their leisure. By 5pm there were some 13 locos in attendance with many "learners" having a go albeit with a Class 3 driver behind.

All of the signals were in service and once night falls they seem to project a different atmosphere. As usual the 5"g circuit displayed much SAR freight stock from the steam era along with some double heading.

The boat pond was completely devoid of any craft whatsoever, most unusual as at least one or two have shown up in the past.

The steamhouse was in darkness and a good opportunity was lost here to display the machinery with all the steam escaping into the cool night air. Must talk the lads into lighting up next year.!

At 5pm Glen and Barry headed out to pick up the Dominos Pizzas and

Vilis pies, pasties, sausage rolls and cakes.

At 5.45pm the bell [SAR "F" class] was rung whereby all trains terminated at the canteen corner and some 44 hungry souls grabbed a plate and lined up for this sumptuous meal which was ably served by Kristine, Janelle and Mitchell Templeman, many thanks Kristine for cleaning up afterwards by the way.!

The catering was spot on with everyone having plenty to eat in fact of the 46 people indicating they would attend only 2 failed to come.

By 7.15pm trains started rolling again with some serious night running in mind and this continued until 11.30pm when the last fires were dropped. During this period many rides were given and many conversations took place.

This popular Annual get-together typifies the camaraderie displayed at SASMEE whereby all interested members can share in the display and operation of our model making. Remember that next year the Safety Valve Run will include locomotive efficiency trials, providing there are sufficient entrants.

The grounds were finally vacated at 12.35am, Sunday.

Locos operated as follows:-

3.5" g	0-4-0 Juliet #1965	Alan Wallace.
5" g	0-6-0 Speedie	Robin Wallace.
" "	2-8-2 German V8 #191001	Graeme Driscoll.
" "	2-8-2 SAR 700 Class #702	Bob Smith.
" "	2-8-4 SAR 720 Class #720	John Mere.
" "	4-6-0 3cyl. Freelance	Glen Templeman.
" "	2-8-0 Nigel Gresley #456	Bryan Homann.
" "	2-8-0 Nigel Gresley #457	Simon Lindsay.
" "	0-6-0 Schenectady	John beal.
7.25" g	0-4-0 Dolgoch #2	Barry Dunstan.
" "	0-6-0 simplex #10	John Lewis.
" "	0-6-0 Hunslett [petrol/hyd.]	Ian Thomas.
" "	----- Shorty [electric]	Brenton Dicker.

PAINTING

As previously reported in the Bulletin all SASMEE's buildings and structures were undergoing a full repaint by Radke Painters.

The end of June saw the completion of the second and final stage which included the following:-

cont'd.

Painting the Clubhouse verandah ceiling.
Painting of all cupboards in the canteen.
Painting of handrails outside toilet block.
Painting of Clubhouse and Steamhouse roofs.
Replacement of Skylights in the Steamhouse.

" " " in the Workshop.

" " " in the Garden shed.

Members may rest assured that paintwork on all SASMEE`S outbuildings and structures is in good condition and should remain so for many years to come.

GROUND

During our PFD of 21st June, 3rd Saturday, the Safety Officer noticed that a lot of muddy footprints were on the pedestrian bridge ex the SASMEE Park Station. He felt that this could constitute a danger whereby somebody could slip on the steps. This was rectified on Wednesday 2nd July whereby the pavers at the bottom of the steps were raised some 60 mm and 3tonne of Dolomite laid in a path from the steps to the subway. Included also was an area around the adjacent concrete table used for birthday parties. This has now eliminated the muddy areas and hopefully the Dolomite has solved the problem. Hopefully sometime in the future the area can be fully paved.

ROLLING STOCK

A number of members choose to leave their riding carriages at SASMEE, in the rolling stock shed rather than take them home after each run. One would assume that the cars would be safely looked after. During the Safety Valve run one or two members tampered with another members two cars resulting in vital components going missing. This was not discovered until the next run day when the cars in question were not usable, resulting in new components having to be made.

Members are hereby instructed **NOT** not to borrow or tamper with anyone else`s rolling stock unless express permission has been given by the owner or alternatively the President, who will assume responsibility.

WINTER RUNNING JULY 2008

The pfd for Sunday 6th July was certainly a cold one with the temperature struggling to to make 15 degrees. The skies looked as though they were going to open up however this did not happen until everyone had packed up around 5.15pm. Anything up to 50mm had been promised by the Weather Bureau over the next 4 days.

Promises, Promises!!

The canteen, staffed by Margaret, Jean, Suzanne and Sandra were very busy and it was noticed that people were shoulder to shoulder under the verandah all afternoon.

Warmest place on the grounds was the steam house, no wonder Ralph, Bob, David and John stayed indoors. The water was rather choppy on the pond with new members Michael Priest, David Chaplin and family accompanied by pond stalwart Malcolm Ambler. Again Norm Kernich was conspicuous by his absence. Jack Davey had been invited to a special celebration at the Torrens Parade Ground so the Gatehouse duties were capably undertaken by John Beal.

In all 13 locos attended which meant that the moderate crowd, which included 6 Birthday parties were well catered for.

SASMEE PARK STATION

0-4-0 Blowfly [training till 2pm]

0-6-0 Schenectardy

2-8-2 D&RGW Mudhen #453

2-8-0 Nigel Gresley #456

2-8-2 German V8 #191001

----- Budd Rail car

----- Jack & Junior shunters D/H

----- 2 Shunters D/H

Graham Richards.

David Hawkins.

Peter Hoyer.

Bryn Homann.

Graeme Driscoll.

Michael Moyse.

John Monte.

Brad Cottle.

MILLSWOOD STATION

0-6-0 Simplex #10

0-4-0 Harry

0-4-0 Dolgoch #2

John Lewis.

Bert Francis.

Barry Dunstan.

"Dolgoch" added another car for a total of 3, ably assisted by guard Andrew Mottram.

Gremlins were active during the afternoon with the signals failing ex Millswood Station resulting in this part of the line reverting to hand signals.

Graeme Driscoll was also attacked by Gremlins with his loco becoming

completely derailed by the bladeless set of points. To top matters off the loco later fell out of the back of his utility, luckily only minor damage was sustained.

LOCO SALES

In late June member Graham Richards purchased a 5"g "Blowfly" from Des. Allen. The loco is painted green, very neat looking and should give Graham a lot of enjoyment. He will need to some time up in learning to drive and in due course see our Training Inspectors Brad Cottle and Glen Templeman to gain the initial Class 1 certificate. To compliment "Blowfly" Graham has constructed a fully braked 5foot long riding carriage.

Also on the new loco scene Brad and Ben Cottle introduced 2off x 5"G shunters powered by deep cycle batteries and are identical to Jack and Junior owned by John Monte who incidently, was the builder.

Brad's shunters are at this stage unpainted so it will be interesting to see how they end up. The building and designing is very professional and can be best as powerful little buggers and fast too!!

APPLIANCE ACCREDITATION

On Wednesday 9th July Michael Moyse spent the whole day testing and tagging all electrical appliances in order that we comply with current regulations relating to duty of care. It goes without saying if its not tagged, dont use it. The Club formally thanks Michael for donating his professional help. Electricians [for nix] are very hard to come by.

WINTER RUNNING JULY 2008

Weatherwise the pfd for Saturday 19th July was a carbon copy of the previous run, with a temperature of 15 degrees and threatening skies and rain commencing around 5.15pm just as members had packed up and were heading out of the gate. With Jack Davey unavailable for the gatehouse it was our Treasurer Simon Lindsay who tended to all things monetary. Patronwise it was only a mediocchre day with just one birthday party encamped adjacent to the steamhouse. It was most unusual to see so many vacant tables. Due to the rather cold weather many people partook of hot chips from the canteen which was staffed

by Jean Clark, Margaret Lewis and Margaret Sambrooks. The cosiest place was the steamhouse ably staffed by Ralph, John, Bob and Ian. The boat pond had craft operated by Bob Smith, Bill Weste, David Chaplin and Michael Priest. We were fortunate to have a visit by an interstate kindred club member by the name of Alan Craven and his friend Vic. Alan hails from the Eddington Club near Bendigo Victoria and has been their Secretary for several years. Their Club Magazine the "Blast Pipe" interchanges with SASMEE's "Bulletin". Alan and Vic were noted at all parts of our property taking plenty of photos and video. Hope we can see some in due course!

The mediocore crowd was capably handled by the 7 locos that attended.

SASMEE PARK STATION

Station attendants Ian Clark and Don Awalt dispatched the following trains:-

4-8-4 SAR 500 class #509	John Mere.
0-6-0 x2 Kitson Meyer #34	Graeme Driscoll.
0-6-0 Schenectady	David Hawkins.
----- NSW 422 class D/E	Malcolm Ambler.

MILLSWOOD STATION

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

0-6-0 Simplex #10	John Lewis.
0-4-0 Harry	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.

CONCRETE PAD

To ease the burden of pushing trailers through spongy lawn to unload locos at the 7.25" g turntable roads a concrete pad some 45ft x 11ft has been laid to alleviate the problem. This job was done on 24th July.

Eddie the concrete guy also arranged for a Bobcat to dig out and level the ground to a depth of 4 inches. Appropriate rio was laid and foundation strength concrete was poured. It is anticipated that another pour will be necessary to really complete the job. One of the turntable roads will be altered to include a swivel unloader with a hydraulic jack incorporated to give and up and down movement.

WINTER RUNNING AUGUST 2008

The pfd for Sunday 3rd of August ws cool and sunny with a temperature of 16 degrees and hosted 5 birthday parties which really boosted the crowd to near record attendance. Eleven locos attended but not all were working which was disappointing because extra pressure was put on those that were. The canteen was flat out all afternoon and was staffed by Jean, Dawn, Sandra, Helen and Suzanne. Special mention should be made of the fact that Bob Smith celebrates, this month, 50 years of membership of SASMEE. Bob and wife Rosemary together with their family had a get together on the grounds adjacent to the steamhouse. For the occasion Bob bought along his 5"g Baldwin, 3.5"g SAR 520 class loco #526 [on show on the monumental piece of track] and several boats he build many years ago. [see separate article in this Bulletin by Bob] The steamhouse, minus Ralph, soldiered on with help from Bob Scanlan, John Weidenhofer and David Eustice. The boat pond was well attended by Bob Smith, Malcolm Ambler, Alan Saunders, Michael Priest, Bill Weste and David Chaplin and Sons.

SASMEE PARK STATION

The following trains operated:-

4-6-0 SAR Baldwin
0-6-0 Schenectady
2-8-2 German V8 #191001
----- Shunter Jack #005
----- Shunter

Bob Smith.
David Hawkins.
Graeme Driscoll.
John Monte.
Brad Cottle.

MILLSWOOD STATION

The following trains operated:-

0-6-0 Koppel
0-4-0 Dolgoch #2
0-4-0 Harry
4-6-0 WAGR B class Karalee
4-6-2 Green Pacific #8443
0-6-0 Hunslett pet/hyd

Glen Templeman.
Barry Dunstan.
Bert Francis.
Les Smith.
Ian Thomas.

David James.

Due to heavy loading Koppel added 2 more carriages for a total of 4 which certainly helped in moving passengers. A shortage of suitable guards preented any further additions.

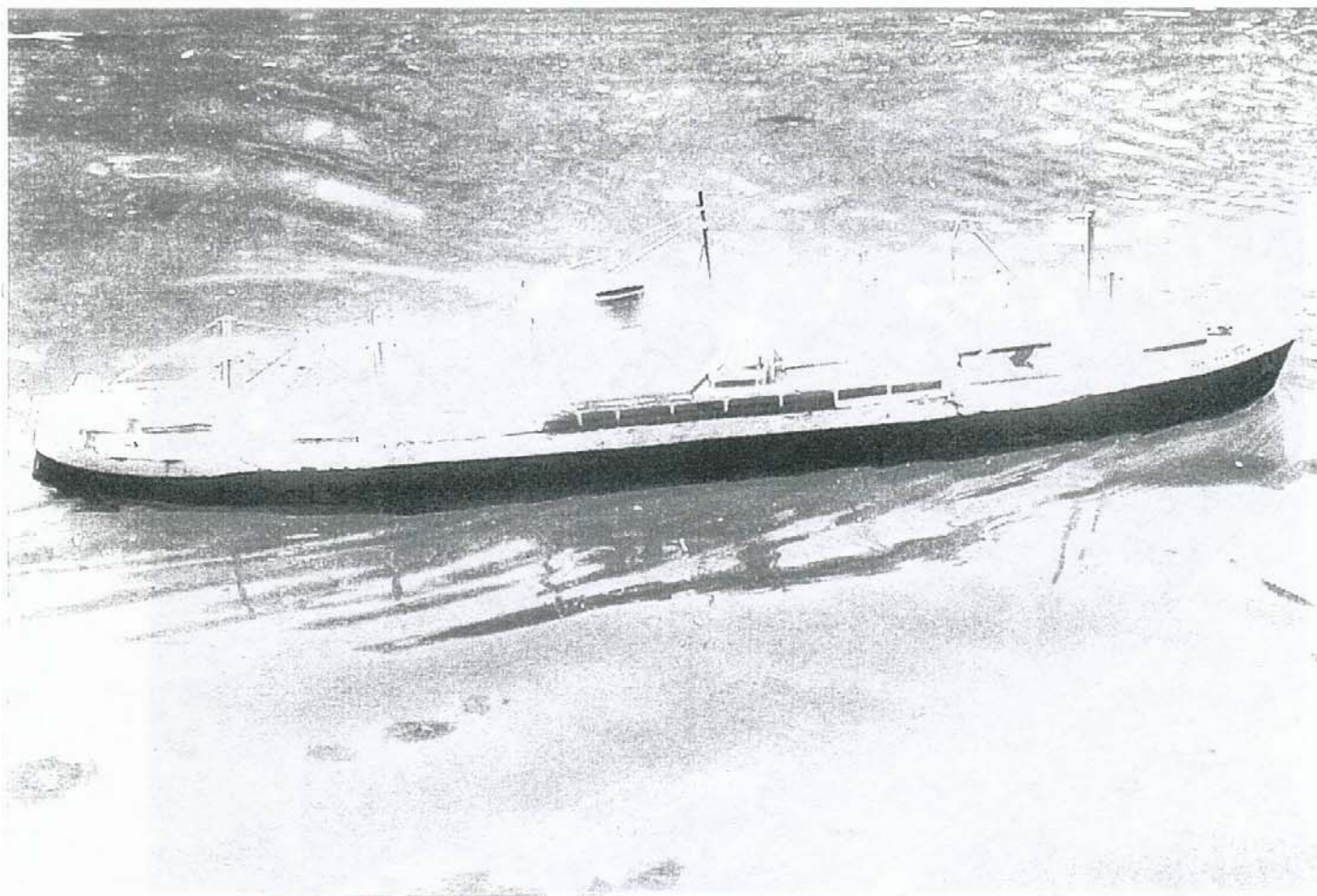


Photo 1

Photo 2





Photo 3

Photo 4





Photo 5

Photo 6



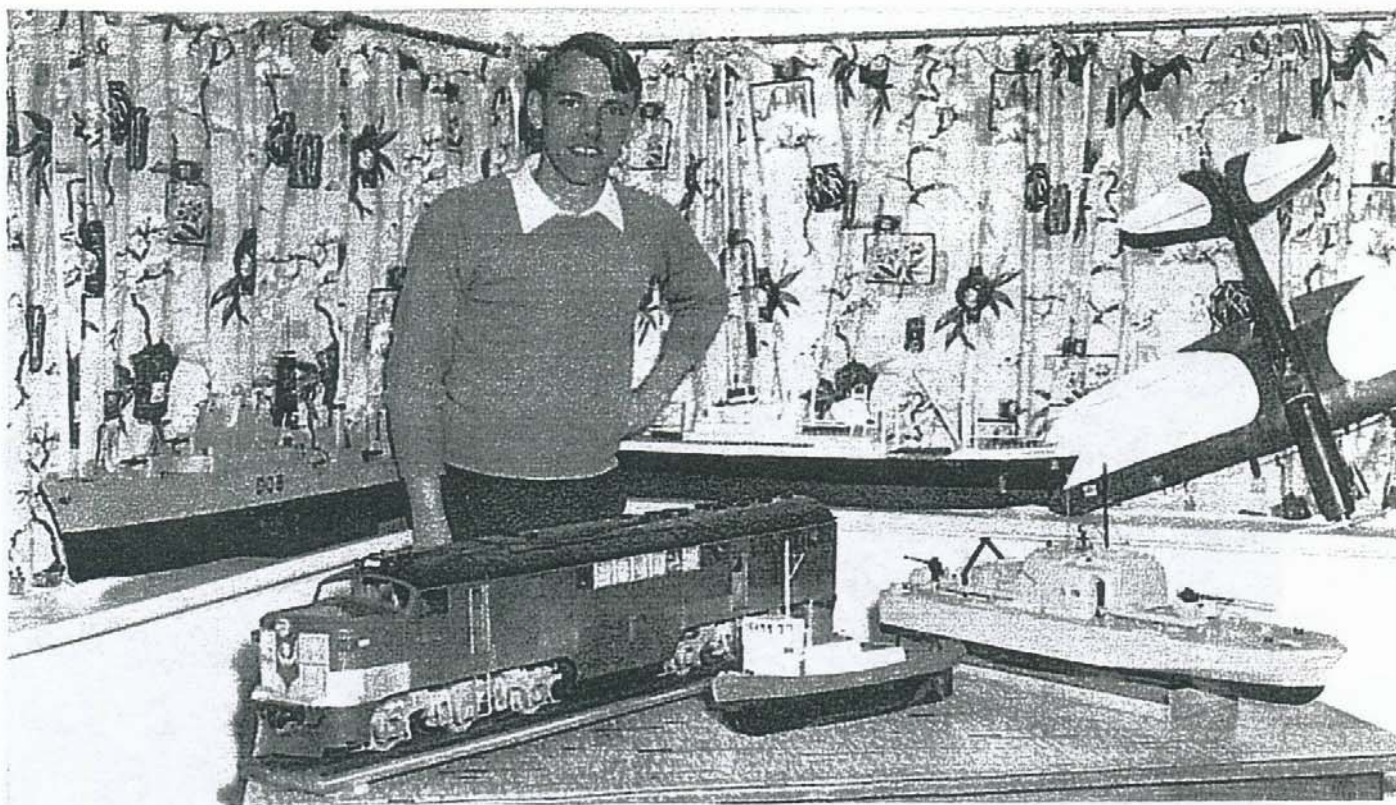


Photo 7

Photo 8



WINTER RUNNING AUGUST 2008

The pfd for Saturday 15th August was a cool day of 16degrees with intermittent showers, however by opening time at 2pm the showers had eased off. Notwithstanding the threatening weather a moderate crowd including 3 sizeable birhtday parties braved the day.

Motive power was quite adequate with 6 trains servicing the 5"g and just 2 trains for the 7.25"g track.

The canteen was well staffed with Jean and Sue Clark, Sandra Mottram, Dorothy Ambler and Dawn Schaefer in attendance.

With Margaret and John Lewis on holidays in the U.K. we were reminded of them via a colourful postcard advising of the good time they are having.

The steamhouse run by Ralph, John, Bob and Ian had a large birthday party encamped nearby however, according to Ian not much interest was shown in the working machinery!!.

On the pond nearby, Bob Smith and Stan Shelton showed off their watercraft.

SASMEE PARK STATION

The following trains operated:-

2-8-2 German V8 #191001

2-8-0 Nigel Gresley #457

0-6-0 Schenectady

4-8-4 SAR 500 Class #509

4-8-4 SAR 520 Class #523

----- NSW 422 Class D/E

Graeme Driscoll.

Simon Lindsay.

David Hawkins.

John Mere.

John Lyas.

Malcolm Ambler.

"Schenectady" had to retire early due to a stuck ball in a clack valve and the German V8 was plagued with troublesome gremlims, which no doubt Graeme will sort out.

MILLSWOOD STATION

The following trains operated:-

0-4-2 Talylllyn #1

0-4-0 Dolgoch #2

Bert Francis.

Barry Dunstan.

In anticipation of a busy day Dolgoch added a third carriage [which would necessitate a guard] however only 2 cars were loaded and as such the 2 trains handled the traffic quite comfortably.

What appeared to be a wet dreary day turned out not so bad afterall.

ANNUAL GENERAL MEETING

The AGM held on Tuesday 12th August 2008 resulted in a "No voting required" due to the exact number of nominations resulting in all being elected unopposed. Graeme Driscoll retired as a Committeeman after some 10 years of service and was replaced by Gavin Thrum.

Don Awalt had nominated for Committee, however he had to withdraw at the last minute due to health problems.

A full listing of the executive Committee for 2008/9 is shown elsewhere in this edition of the Bulletin. [back page. Ed.]

SUBSCRIPTIONS 2008/9

If you have not yet paid your subs for the ensuring year it is strongly suggested that you pay without delay, [they were due at the AGM in August]. **Failure** to do so will result in your name being struck off the register and you will have to go to the trouble of rejoining the Club.

SIGNALS ---SIGNS---SPEED

Train drivers are reminded of the need to observe the three "S`s"

SIGNALS

These are designed for the safe interspersment of trains. A Red signal with an "A" underneath means an **absolute** signal and must not be passed until you are advised to do so **or** you have ascertained the reason and it is safe to move on. A Red signal with a "P" underneath denotes a "**Permissive**" signal meaning you must stop for several seconds then move on at a slow speed until you can see that the way ahead is clear.

SIGNS

These are self explanatory and must be heeded. "L.S." stands for low speed and "W" stands for whistle.

SPEED

The maximum allowable speed at SASMEE is 10kph. 5kph or a walking pace must be observed in the tunnels.

Fitment of a bicycle computer [cost\$30] is highly recommended.

MY 50 YEARS AT SASMEE

BY BOB SMITH

In May 1958 school holidays I went to the Royal Adelaide Exhibition at Wayville where I saw an elevated train track, approximately 50 feet in diameter, with men driving miniature coal fired steam trains around. I thought that this was the way to go as I was playing with clockwork models at the time.

At school, in a kid's paddling pool, one of our teachers was running a steam powered cargo boat. I approached the teacher, a Mr Norm Kernich who told me to come along to SASMEE grounds and meetings. I did so, on my push bike, all the way from Manningham.

The train track, in 1958 was running around a newly completed boat pond. My first model was an American destroyer scaled from a plastic kit with 3ply hull, balsa super-structure and guns. The vessel was powered by a centre flue boiler, 2 oscillating cylinders bought at a Club auction night. It ran until leaking water put the blowlamp out.

I decided that metal was a better option for a hull so I started collecting jam tins and after soldering lessons from my Grandfather came the ships "Port New Plymouth" and "Vendetta" which I still run to this day.

I was nearly drummed out of the Society in 1962 when I introduced the first Diesel locomotive, a 3.5"g SAR 900 Class. I was only saved because I was apprentice and didn't know any better, as diesels were frowned upon at that time. I saw the light in 1964 and started "526" in 3.5"g with frequent visits to the Mile End Loco for details. I built the loco using my own Myford ML4 and she was running by 1967 with details added later. A beautiful looking SAR 520 Class.

I went travelling on a working holiday from 1969 but kept my membership up thanks to Malcolm Ambler and the late Denys Irving and visited Clubs in places where I was working, viz, Melbourne, Brisbane, Sydney, Dunedin [NZ], Hamilton [NZ], and Bristol [UK].

I settled back in Adelaide in 1977 and got hooked on 5"g ground level running and subsequently built a SAR Baldwin and later a SAR 702 with associated SAR rolling stock.

I have lately refurbished the old boats with the addition of radio control and am currently building a British 2-4-0 old timer which will hopefully run soon with the driver [Me] bedecked with Bowler hat, Bow

tie and Waistcoat.

Its been a long enjoyable hobby, its a pity that young people these days don't do the same things.

I am looking forward to many more happy years at SASMEE.

SOME SASMEE HISTORY.

February 1972

"Model Engineers of Australia" car stickers were organised by SASMEE. 1000 were made and orders were received from Interstate Clubs.

October 1973

SASMEE's Public Liability Insurance increased from \$45.47 to \$68.20 [this wouldn't buy much in 2008!!]

August 1974

SASMEE added 1st Sunday in the month to Public Field Days.

November 1974

61 Members were present at the General Meeting.

RAILWAY QUIZ.

Q. What is an Exhaust Splitter.?

Answer in next Bulletin.

Answer to Quiz.-----Last Bulletin.

Q. What is the main characteristic of the "Box Pok" driving wheel.

A. The wheel was produced in America by the General Steel Casting Co and was principally designed to reduce dynamic augment.

Dynamic augment is the force produced by the centrifical action of the portion of the driving wheel counterbalance weight added to oppose the thrust of the reciprocating parts and acting in a direction perpendicular to them.

This force, when exerted downward, increases the pressure of the wheel on the rail, and when acting upward tended to lift the wheel from the rail.

That's a mouthful isn't it!!

STOP PRESS

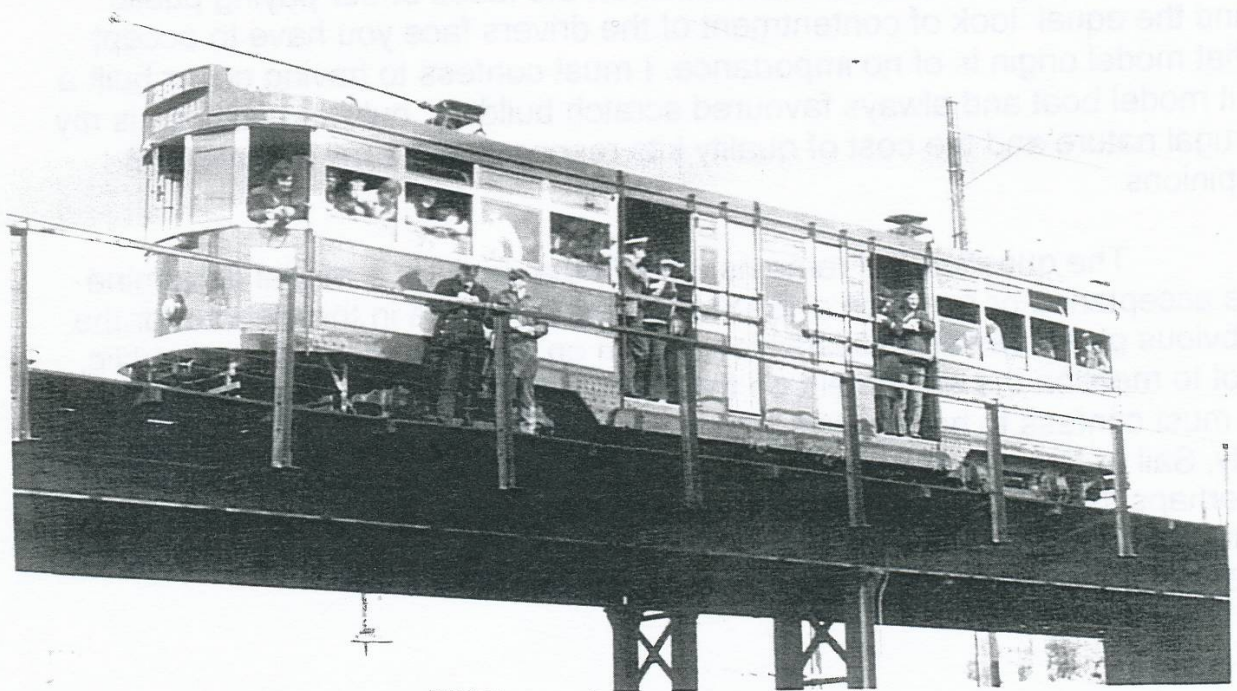
FLEXITY CLASS TRAM TRIP

ORGANISER BARRY DUNSTAN

Remember our last exhilarating Tram trip in 2002 using an "H" Class Tram, driven capably and speedily, by TransAdelaide driver Jean Nisbet?

Here is your opportunity to re-do that trip in a new "Flexity" Tram with the additional journey to City West!! Following a tour through the depot at 7pm our Tram will depart the Glengowrie Depot at approximately 8pm for a spirited trip to the Bay thence, hopefully, some fast running on brand new rails to City West, then a return to Glengowrie.

The date for this trip is the 3rd Tuesday in November ie 18-11-08
The trip is being put on free to Members and family and will require a committment from at least 50 participants to make the venture worthwhile so please mark the date in your diary and be sure to attend the October meeting whereby you can signify your intention to come along. Alternatively you may ring the Organiser [Barry] on 82484843



SCRATCH BUILD or KIT BUILD

by Bill Weste

Garden gauge rail was being discussed at a monthly meeting, and to reinforce a point it was mentioned that **SASM&EE** stood for Model and Experimental engineers and as such kit built models did not really fill the bill.

I now frequently find myself pondering these words and finally have reduced the discussion to just three questions,

- [1] Is one superior to the other
- [2] When does scratch become kit built
- [3] Does it really matter

The more I ponder these questions the more elusive the answer becomes,

Most of us will have seen both scratch and kit build models that reflect no glory on the builder, both poorly built and poorly finished, but also you will find models particularly boats that began as kits so superbly detailed and modified to improve the authenticity that the question is beyond any doubt. So perhaps the modeller's skills and capabilities determine acceptability. Few if any models are built entirely by the modeller, we all use production nuts, bolts, washers, bearings, batteries etc. How many loco builders produce their own castings for bogies and indeed how many drive a loco with absolutely no input of their labours. Many other models being built with casting sets procured either as raw castings or partially machined, so how much does it really matter?

Seeing the looks of admiration on the faces of our paying public and the equal look of contentment of the driver's face you have to accept that model origin is of no importance. I must confess to having never built a kit model boat and always favoured scratch building, but now wonder, is my frugal nature and the cost of quality kits responsible for my attitude and opinions.

The question still remains, should the origin of a model determine its acceptance or rejection at SASM&EE, is their space in this debate for the obvious pleasures and satisfaction shown on the face of the paying public, not to mention the enjoyment on the face of the operator and or owner.

I must confess to having problems with models sold as "Almost Ready to Fly, Sail or Drive" with operator input being to install batteries before using. Perhaps the Garden Gauge Rail layout can remain an active thought and maybe requires a different approach, but I'm sure kit or scratch should not decide the fate of such a project.

PRESIDENT'S REPORT FOR 2008

THE 81ST ANNUAL GENERAL MEETING

HELD ON 12/8/08

The year just ended has been one of relatively smooth sailing with no big issues to contend with. That does not mean that things have been idle, quite the contrary, a park setting such as SASMEE with expanses of lush lawns and many trees with ever dropping leaves and bark results in a huge task for a handful of willing members who are responsible for the place looking impeccable as is evidenced by the many remarks and compliments from our patrons. Indeed members have also been responsible for ensuring that SASMEE has been able to provide a safe and happy environment for thousands of patrons who have thrilled to the train rides, show and operation of models, full size machinery, partying facilities and grounds which are second to none. I thank you very much for always showing a responsible attitude; it certainly makes my job much easier.

A big thank you must also go to Jean Clark and Margaret and John Lewis for the management and well being of the canteen as it continues to play a vital part in the enjoyment of all who visit SASMEE Park.

I have endeavoured, once again, to provide a variety of entertainment for your enjoyment and organizing of social events. For your information I have not forgotten about Bernie Dickinson's retirement trip on the Steamranger Train that was cancelled and deferred due to that derailment in the Bugle Ranges some time back. Steamranger's steam locos virtually "wore out" requiring substantial rebuilding thus adding to the delay.

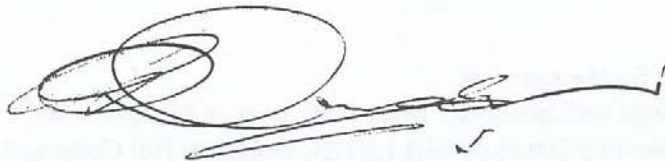
The following is a summary of notable events that have occurred during the last twelve months:

- New members for the year = 9.
- General meetings well attended. Max. = 50, Min. = 35, Ave. = 42.
- There have been four issues of BULLETIN, thanks to Bill Coles and Smokey.
- Excellent show of work in November 2007.
- Water restrictions still apply. SASMEE not affected (have a bore).
- Upgrade of 7 ¼ " G Trestle Bridge (completed within budget).
- Numerous goldfish, up to 12" long, keeping boat pond healthy.
- Annual auction night, under Ian Clark, yielded \$200.
- Annual club lunch at Port Adelaide Football Clubrooms, 18/11/07. 40 attended.
- All club buildings and structures painted by Radke Painters.
- Both rail tracks have given good service with little or no problems.
- One Public Field Day was lost due to excessive heat on 17/3/08.
- Play night in January attracted 100 guests and 17 locos.
- Evaporative air conditioner installed last summer.
- Five inch gauge tunnel safety feature was installed.

- Two SASMEE members passed on, namely, Colin Cook and Michael Tarry.
- Annual donation to St John of \$1000.
- Xmas BBQ on 15/12/07, approximately 100 attended, 7 locos ran.
- SASMEE still able to keep subs at a low \$35.
- Mezzanine installed in 5 inch gauge carriage shed.
- SASMEE purchased an endoscope and metal thicknesser for boilers.
- A whiteboard replaced the old blackboard.
- Old SASMEE movie film transferred to DVD format.
- New iced confectionery freezer for canteen.
- U.C.C. Contractor repairing/replacing chain wire fencing.
- Safety valve run in June, 45 attended, 13 locos ran.
- Our Public Field Days continue to receive excellent public and member support.
- A new gate record was achieved during the year of \$2700.

Finally I wish to thank all of the "Wednesday Boys" and those behind the scenes who manage to keep SASMEE afloat and heading in a prosperous direction. A special thank you is directed to those members who have served on the executive committee and have given their unbridled support in helping to manage SASMEE's affairs.

In closing, may I say that it has indeed been an honour to have served as your President and trust that the forthcoming year will continue to show the SASMEE spirit and camaraderie.



Barry Dunstan
PRESIDENT

PHOTO GALLERY

Photo 1 Bob Smith`s Freighter "PORT NEW PLYMOUTH"
pfd 16-2-08

Photo 2 Alan Saunder`s Frigate, pfd 16-4-08.

Photo 3 Trestle Bridge scene, pfd 6-4-08.
Glen Templeman and "Koppel" with 4 cars.

Photo 4 Trestle Bridge scene, pfd 3-2-08.
Craig Dunstan and "Dolgoch" with
2 Cars and Guards Van.

Photo 5 Trestle Bridge scene, pfd 6-4-08.
John Lewis and "Simplex" with 1 car.

Photos 1--5 by Barry Dunstan.

Photo 6 Bob Smith with 3.5" SAR 900 Class ----c.1964

Photo 7 Bob Smith with his Models. ----c.1964

Photo 8 Bob Smith with 3.5" SAR 526 ----c.1967

Photos 6--8 submitted by Bob Smith.
[Celebrating 50 years of SASMEE membership]

OTHER THINGS

Bill Coles Editor

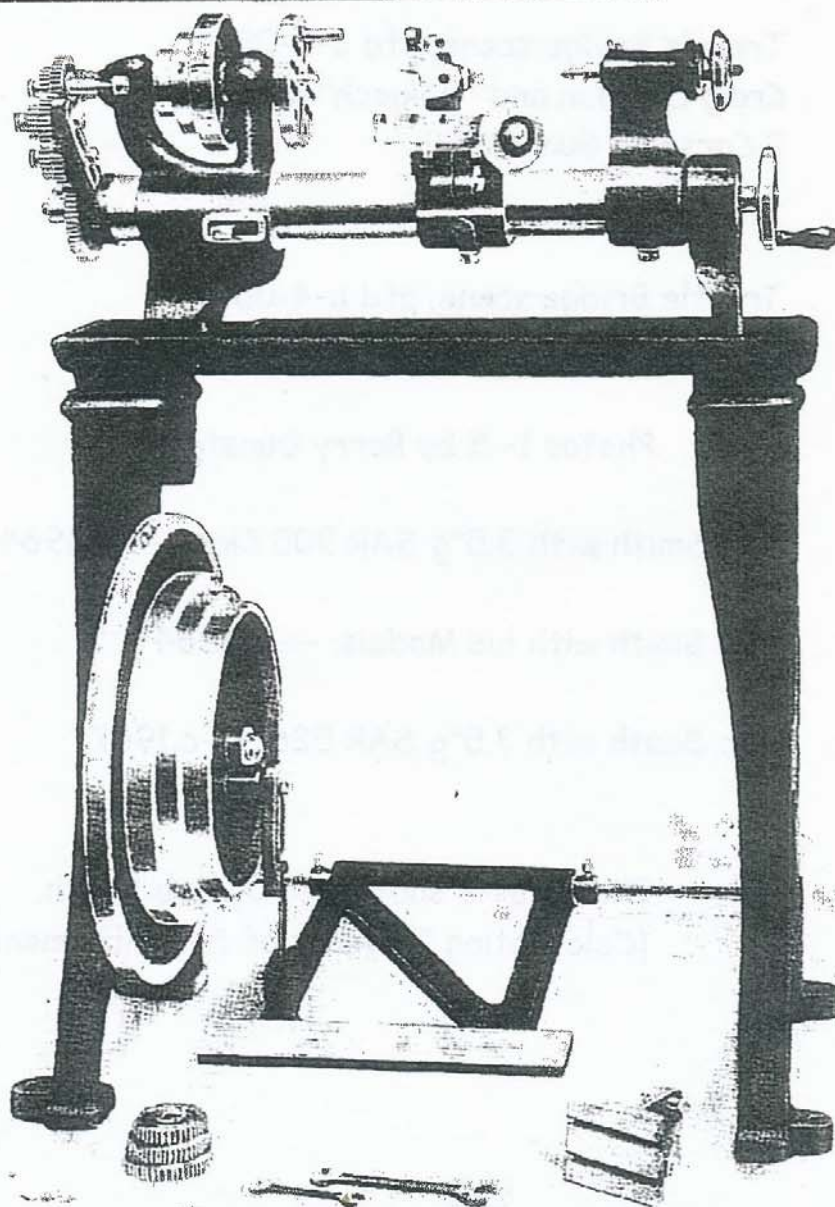
Looking to complete the Bulletin I can across a catalogue put out by Drummond Bros. Ltd c.1920? They were promoting their 4" "A" type, Cylindrical Bed Model Makers Lathe. As below.

Some details:- Lenght over all,	2ft 11 ins.
Diam. work over bed,	8 ins.
Diam. Work over saddle,	6 ins.
Lenght between centres,	11.25ins.
Diam. of mandrel nose.	3/4 ins.
Size of centre hole,	No 1 Morse taper.
Diam. through mandrel,	3/8 ins.[extra cost]
Diam. Bed,ground to within, one ten thousandths.	3ins.

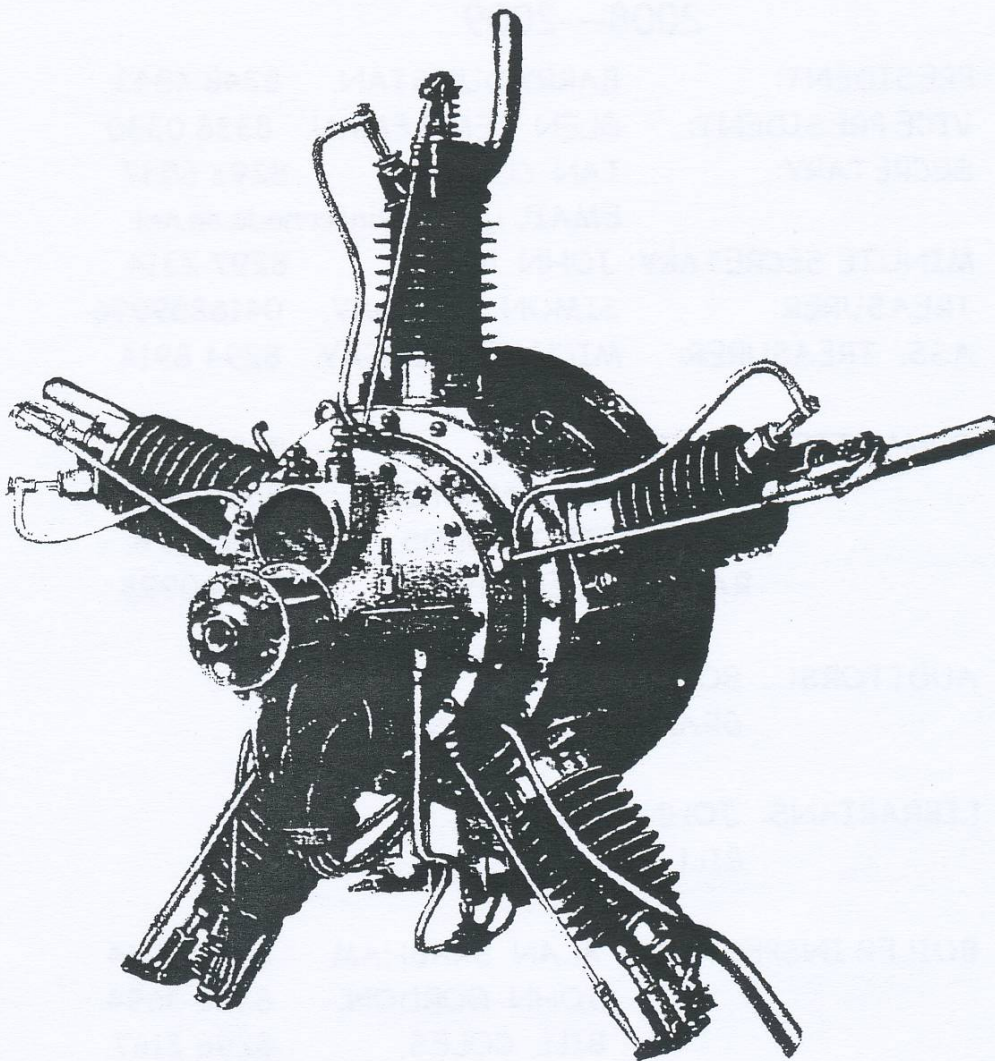
Standard equipment: Face plate/driver plate. Set hard and soft centres. Angle plate with two bolts. Set change gears for English and Metric pitches. [cut 5 through to 40 tpi] Two spanners. Belt in the case of treadle drive machine. All yours, as displayed, 15 pounds.

For hollow mandrel add 5 shillings. Self centring 3 jaw chuck 4 pounds 14 shillings and 6 pence.

The DRUMMOND 4-in. Model Makers' Lathe



The DRUMMOND 4-in. Model Makers' Lathe



SPLENDID-WORK SHOWS CAPABILITIES OF THE LATHE.

Five Cylinder Radial Aero Engine.

The whole of the machining in the above model was done on a DRUMMOND 4-in. Lathe. Every part, including such small details as bolts and nuts, were made by the constructor, in preference to buying ready-made. The patterns for the castings were made on the same lathe. The cylinders are of cast iron, turned from the solid bar, while the crank-case is of aluminium. Where the parts were too large to swing in the lathe, they were machined by various rigs, bolting to the boring table, etc. The extremely fine finish on the whole engine is a testimony to the skill of the maker, and also to the qualities of the lathe.

The weight of the complete engine is $11\frac{1}{2}$ lb. when fitted with propeller, and it delivered on test 4.6 B.H.P. at 5,800 revs. per min., a truly wonderful performance. The bore of the cylinders is $1\frac{1}{4}$ inch, and the stroke is $1\frac{1}{2}$ inch. As one instance of the extremely fine machining in this model, we may mention the master ring, into which the connecting rods are assembled. This was machined from a piece of steel weighing at the commencement $3\frac{1}{2}$ lb., but when finished weighed only 2½ oz. It is a very fine example of turning. The maker remarks that even in turning the larger parts the lathe was quite free from chatter.

⌘ This model was shown at the Model Engineering Exhibition in 1924, where it obtained the Sir Francis Spring prize.

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2008---2009

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